

OUR NEW NORTHWEST.

RUSSIAN AMERICA.

The discovery and early history of the Russian Possessions in America, until the late action of Congress, attracted but little attention; but with a prospect of its becoming a part of our national domain, every fact connected with it becomes interesting.

As early as 1558 the Czars of Muscovy assumed the title of Lords of Siberia, including all the northern portions of Asia.

It was not until the year 1646 that the first voyage was undertaken from the Asiatic coast, by a company of Promyshlenniki, under the direction of a man named Isai Ignatiew.

The next year Deshnev ventured to make another attempt in behalf of the crown, and in 1648 a fleet of seven vessels sailed from the same port.

During the succeeding five or six years, Deshnev and another Russian named Du-chal Staudchim made various voyages, but with little success worth recording.

Up to this time the Russian Government in Europe had taken but little interest in the affairs of this remote region; but after the beginning of the eighteenth century, Peter the Great sent directions to the Governor of Yakutsk, the capital of Siberia, to prosecute the discovery of new lands in the Arctic Sea.

Passing by the numerous independent voyages undertaken during the next twenty years, which are devoid of special interest, we strike upon the name of those discoveries which were highly important—Captain Vitus Bering, a Dane by birth, but in the service of the Russian Czar.

In 1728, Captain Bering started on another voyage, with two vessels built on the Bay of Okutzk; one was called the Fortunate, the other the Gabriel.

While this expedition was in the Northern Seas, another was started by the Russian Government, under the command of Colonel Schestakow.

Among the instructions which he received, shortly after his departure, were the following:—"Such coasts and islands as you shall discover, and which cannot be disputed by and are not subject to any European power, you are, with the consent of the inhabitants (if any), to take possession of in the name of her imperial majesty."

The discovery, when it became known at St. Petersburg, caused a great sensation. Bering and other officers engaged in the discovery were promoted, and various plans were formed for new expeditions.

In 1797 this evil had become so great, and the overbearing of these free-traders so notorious, that the Emperor Paul of Russia interfered, and ordered the formation of a trading company to be called the "Russian-American Company."

A bold, enterprising man named Baronof was appointed superintendent of the Company's establishment. He immediately set to work to build dwelling-houses, make improvements, and propitiate the inhabitants.

The climate of Sitka is not so severe as might be expected from its latitude. In the middle of winter the cold is not excessive, and never lasts long.

There are no plains of any extent, the small valleys being everywhere surrounded by high, steep rocks of granite, and consequently overshadowed the greater part of the day.

Wild and unfruitful as the country appears, the soil is rich, so that its indigenous plants, of which there is no great variety, attain a very large growth.

Soon after this voyage of Captain Cook, the Empress Catharine II. of Russia planned an expedition for making northern discoveries, which was placed under the command of Captain Joseph Billings.

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This LOAN is secured by a first mortgage on the Company's Railroad, constructed and to be constructed, extending from the southern boundary of the borough of Mauch Chunk to the Delaware River at Easton.

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These BONDS are a FIRST-CLASS INVESTMENT, being secured by a FIRST MORTGAGE on the Road and Facilities of the Company, and bear Interest at the rate of SIX PER CENT.

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For further information call at C. T. YERKES, JR., & CO., 833m No. 20 S. THIRD STREET.

PROPOSALS.

IMPROVEMENT OF THE DES MOINES RAPIDS OF THE MISSISSIPPI RIVER.

DAVENPORT, IOWA, July 21, 1867.

Sealed proposals, in duplicate, will be received at this office until 12 M., WEDNESDAY, September 4, 1867, for excavating the prism and constructing the embankment wall of the canal for the improvement of the navigation of the Mississippi river at the Des Moines Rapids.

The Canal is to be about 7 1/2 (seven and one-half) miles long, extending from Nashville to Keokuk, Iowa. The width at the water surface inside the canal to be 300 (three hundred) feet in embankment, and 250 (two hundred and fifty) feet in excavation, and in low water to be 5 (five) feet deep. All the material excavated from the prism of the canal to be used in building the embankment. The latter throughout the greater part of its length will be about 300 (three hundred) feet from the lower shore to be built of earth and rock; to be 10 (ten) feet wide on top, including the rip-rap covering to be 2 (two) feet above the water mark, with slopes of 1 1/2 (one and one-half) feet to 1 (one) vertical. The average thickness of the rip-rap protection to be 2 1/2 (two and one-half) feet on the river side, 1 1/2 (one and one-half) feet on the one side, and 1 (one) foot on top.

All propositions must state the price at which each and every kind of work specified in the proposal is to be done, and no bid will be considered that is not definite in this respect.

The Government reserves the right to reject any and all bids.

A printed copy of this advertisement must be attached to each proposal.

Each bid must contain a written or printed guarantee signed by two responsible persons.

Bids for proposals of the form required, with form of guarantee, will be furnished at this office on application.

The price or prices in the contract will be considered as including the expense of furnishing all the materials and performing all the work, according to the plans and specifications exhibited at the letting.

The entire cost of the canal is estimated at \$2,000,000 (two million dollars) and the amount appropriated by Congress is \$700,000 (seven hundred thousand dollars)—the contract can only be made to extend this amount.

Fifteen (15) per cent of the amount of any work done or materials furnished, at the contract price thereof, will be reserved until the whole work is completed, the subject of contract shall be entirely completed.

Persons desiring further information can obtain the same by calling at this office, where plans, specifications, and form of contract can be consulted.

Proposals must be addressed to the undersigned, and should be endorsed "Proposals for work on the improvement of the Des Moines Rapids."

J. H. WILSON, Lieut.-Col. 35th Infantry, Bvt. Major-General U. S. Army.

PROPOSALS FOR A NEW JAIL.

DEPARTMENT OF THE INTERIOR, WASHINGTON, D. C., July 21, 1867.

Sealed proposals will be received at this Department until 12 o'clock M., on THURSDAY, the 17th of September, 1867, for the erection of the Jail in and for the District of Columbia, authorized and appropriated by the Congress, approved July 25, 1866, and the joint resolution approved March 2, 1867.

The designs, detail, drawings, and specifications can be seen at the architect's office, in the eastern grounds of the Capitol, Washington City, every day, except Sundays, between the hours of 9 A. M. and 3 P. M.

Separate bids will be received for the masonry work, brick work, iron work, and carpentry work.

The contractor whose bid may be accepted will be required to enter into a sufficient bond, to be approved by the Secretary of the Interior, for the faithful completion of his contract.

Payments will be made as the work progresses, on estimates certified to by the architect; but twenty per centum of the estimates will be retained until the contract is completed.

The contract will be awarded to the lowest responsible bidder, but the Department reserves the right to reject any or all of the bids should it be deemed for the interest of the Government to do so.

The bids will be opened at noon on the 18th day of September next, in presence of such of the bidders as may desire to be present.

Proposals should be endorsed on the envelope "Proposals for New Jail," and be directed to the "Secretary of the Interior, Washington, D. C."

O. H. BROWNING, Secretary of the Interior.

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Also, a few good SOLICITORS for Philadelphia. Call or address E. B. COLTON, GENERAL AGENT, 227 No. 637 CHESNUT STREET.

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For thrilling incidents, for book transactions all the romances of a thousand years, and a convincing proof that "truth is stranger than fiction," it is a work which can prove to any doubting applicant a few more can obtain agencies in territory yet unoccupied. Address P. GARRETT & CO., NO. 702 CHESNUT STREET, PHILADELPHIA.

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able-bodied, young, unmarried men. They will be employed in the Government Navy-yards and in Ships of War on foreign stations. For further information apply to JAMES LEWIS, Captain and Recruiting Officer, No. 115, FIRST STREET.

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